

# BookletChart™



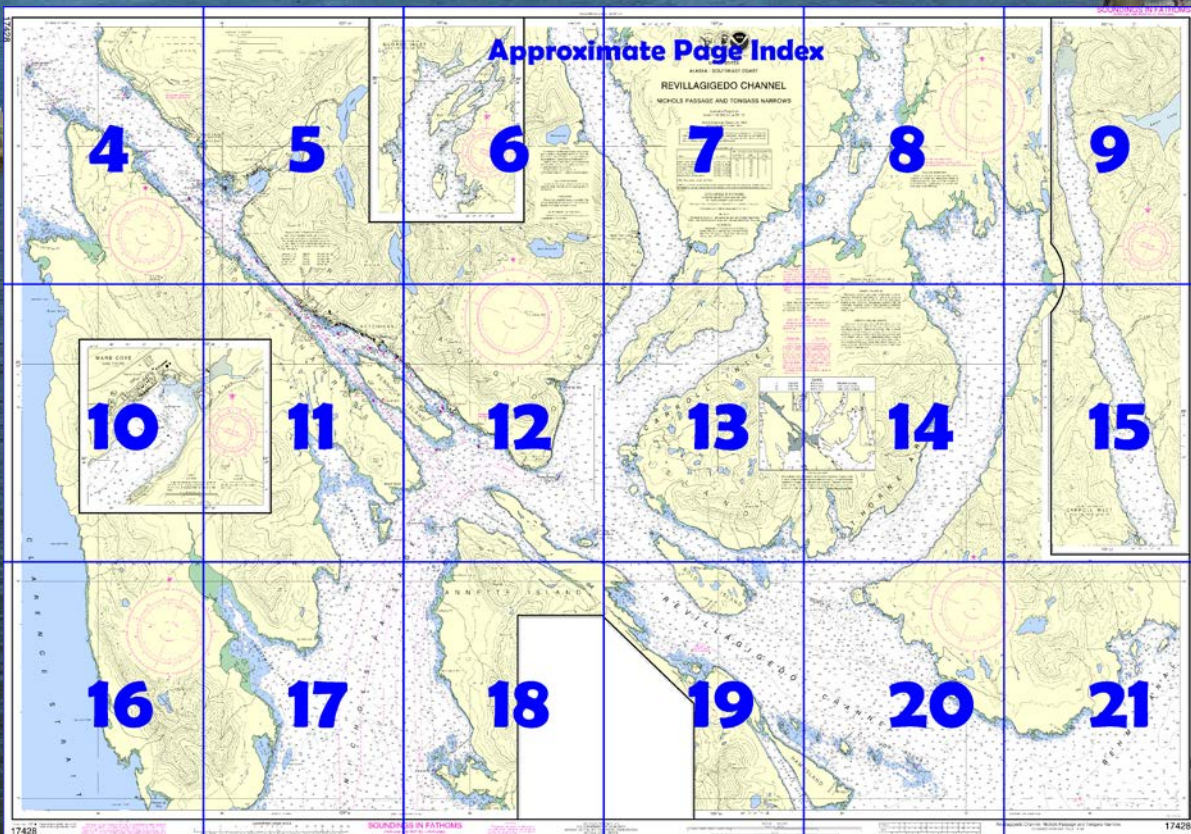
## **Revillagigedo Channel – Nichols Passage and Tongass Narrows** **NOAA Chart 17428**

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17428>.



#### (Selected Excerpts from Coast Pilot)

**Lucky Cove** (55°12.7'N., 131°15.9'W.) is a small indentation in the SW shore of Revillagigedo Island midway between Point Alava and Cone Island.

**Hog Rocks**, the easternmost of a chain of islands, rocks, and reefs that extend SE about 4 miles from the shore of Annette Island, are two principal groups of rocks about 1 mile apart, showing about 6 feet at high water. **Hog Rocks Light**

(55°10'41"N., 131°16'59"W.), 23 feet

above the water, is shown from a truncated concrete pyramid with a red and white diamond-shaped daymark on the SE rock of the group. A ledge with 7½ feet near its end extends 0.3 mile SE from the light. Good

water is between the two groups of rocks, and between the inner group and **Walker Island**. By avoiding the rocks shown on the chart, small craft can pass between Walker Island and **Lewis Island**, or between Lewis Island and Ham Island.

**Ham Island**, 2 miles W of Hog Rocks Light, is low and densely wooded. A deep channel is along the entire NE side of the island at an average distance from shore of 225 yards.

**Cascade Inlet** is a deep and narrow body of water between Ham and Annette Islands. A narrow, crooked boat passage connects the inlet at its head with Revillagigedo Channel; small craft can find fair anchorage in midchannel in the broadest part of this passage close to the W end of Ham Island.

**Hassler Harbor**, a bight on the N side of Annette Island, S of Bold Island, affords excellent shelter with good holding ground for small craft in SE gales. A small grass-topped rock, 10 feet high, is 0.2 mile W of **Pow Island**, which is in the bight. An **explosives anchorage** is in Hassler Harbor. (See **110.232**, chapter 2, for limits and regulations.)

**Bold Island**, about 5.5 miles NW of Hog Rocks Light, is in midchannel off the NE shore of Annette Island, between **Reef Point** and **Harbor Point**.

The S shore of Bold Island is steep-to and has no off-lying rocks. Shelter for small craft may be found in the cove on the NE side of the island.

Small boats sometimes moor to the dolphin near the head of this cove.

**Angle Point Light** (55°14'19"N., 131°25'37"W.), 24 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the SW side of Bold Island.

The passage N of Bold Island is seldom used by large vessels. **Mastic Rock**, marked by a daybeacon, bares 2 feet and is near the E end of this passage.

The passage N of Round Island is much used by local fishermen.

Numerous shoals are in this area, and passage should not be attempted without local knowledge.

**Round Island**, about 150 feet high and wooded, is about 0.5 mile NE of the E end of Bold Island, with two wooded islets between.

**Thorne Arm** has its entrance E of Bold Island and W of Cone Island. Its general direction is NNE, curving gradually to N. The arm is free from outlying dangers. **Cone Island**, dome-shaped and wooded, is off **Cone Point**. **Washington Monument Rock**, 0.5 mile SW of Cone Island, is covered 2 fathoms and surrounded by much deeper water. A number of small wooded islands are off the W shore of Thorne Arm near the head.

At the head of Thorne Arm in the cove E of **Mop Point** is a somewhat constricted anchorage in 18 to 20 fathoms, hard bottom. Anchorage can also be selected in the bight on the W side at the head between **Snipe Island** and Mop Point in 25 to 30 fathoms, soft bottom. Small craft may find shelter in the small cove NW of Snipe Island, between it and the adjoining small island. A midchannel course leads safely through the arm and to the anchorages. Private mooring buoys are 2.2 and 2.5 miles NE of Snipe Island.

**Moth Bay** is a narrow indentation on the W side of Thorne Arm just inside the entrance. In the middle of the entrance to the bay is a small wooded islet and about 325 yards NW from its northernmost extremity is a smaller islet with a rock about 50 yards to the SSW. The preferred channel leads E of the islets. Vessels up to 100 feet long can anchor in 20 to 24 fathoms, rocky bottom, about 0.4 mile above the smaller islet. Swinging room is limited, and in SE weather vessels subject to yawing will find this anchorage uncomfortable. Small craft can find anchorage near the head of the bay in 12 fathoms, soft bottom.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

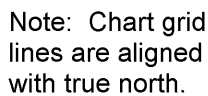
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



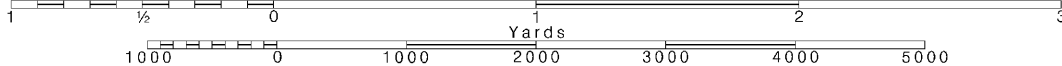
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



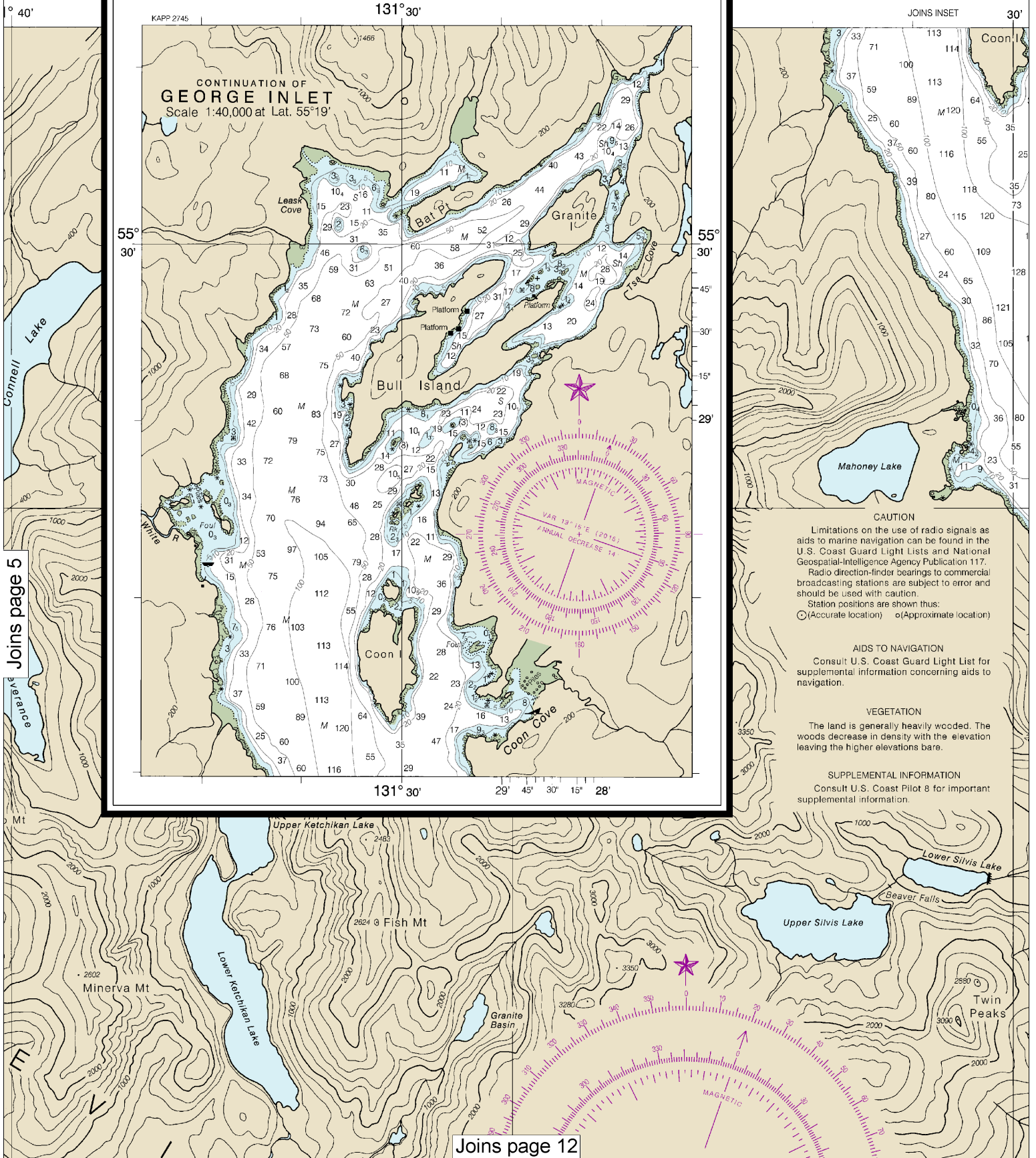
— SCALE 1:40,000 —  
Nautical Miles

See Note on page 5.







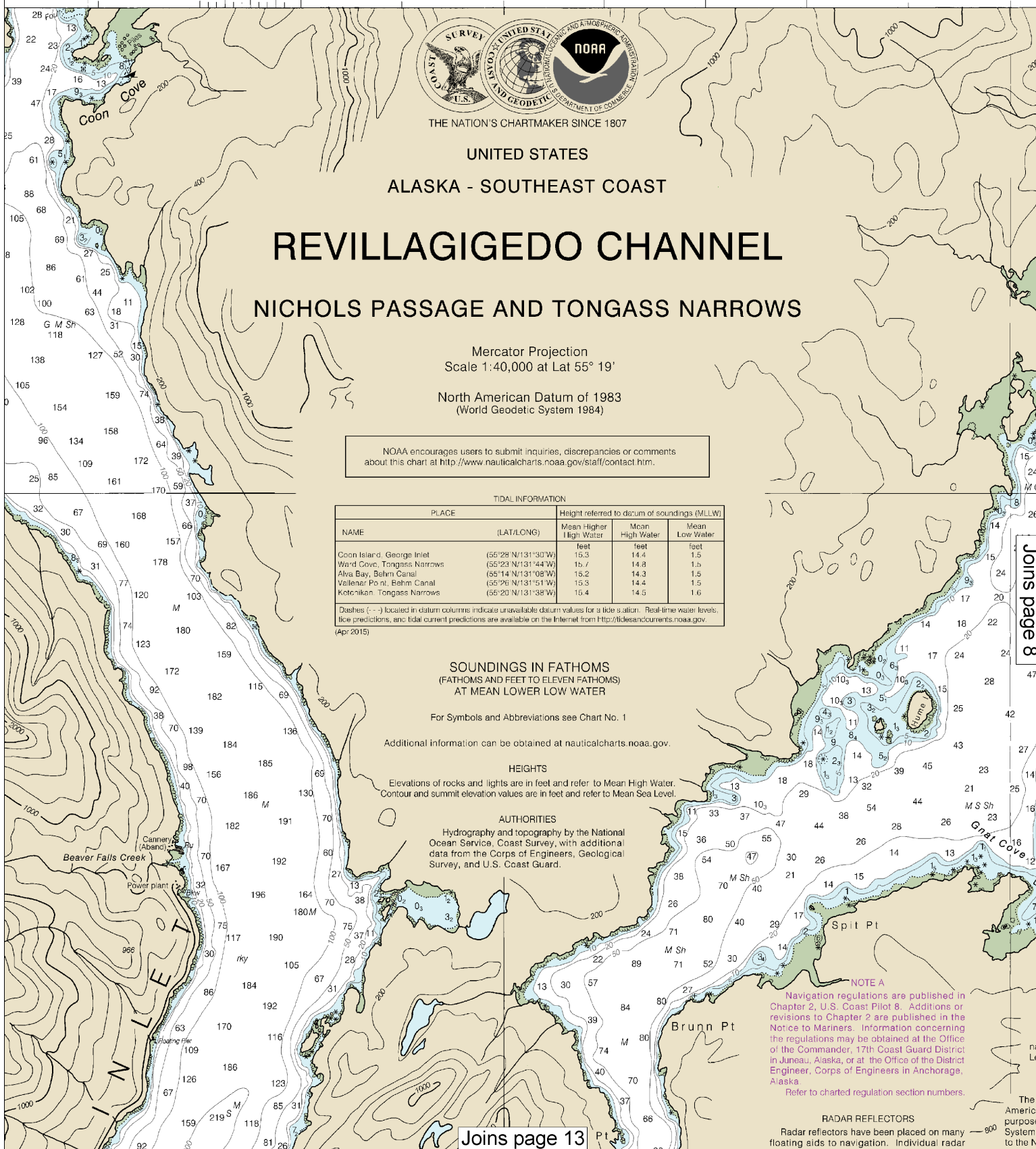




28° 45' 30" 15' 27'

131° 25'

20'



Joins page 8

Joins page 13

Last Correction: 6/18/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

7

131° 25'

20'

JOINS INSET



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

# LAGIGEDO CHANNEL

## PASSAGE AND TONGASS NARROWS

Mercator Projection  
Scale 1:40,000 at Lat 55° 19'

North American Datum of 1983  
(World Geodetic System 1984)

NOAA encourages users to submit inquiries, discrepancies or comments  
about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

## TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Large Inlet	(55°28' N/131°30' W)	15.3	14.4	1.5
Pass Narrows	(55°23' N/131°44' W)	15.7	14.8	1.5
Channel	(55°14' N/131°08' W)	15.2	14.3	1.5
Thim Canal	(55°26' N/131°51' W)	15.3	14.4	1.5
Pass Narrows	(55°20' N/131°38' W)	15.4	14.5	1.6

ed in datum columns indicates unavailable datum values for a tide station. Real-time water levels,  
and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

### SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water.  
Contour and summit elevation values are in feet and refer to Mean Sea Level.

## AUTHORITIES

Hydrography and topography by the National  
Ocean Service, Coast Survey, with additional  
data from the Corps of Engineers, Geological  
Survey, and U.S. Coast Guard.

## NOTE A

Navigation regulations are published in  
Chapter 2, U.S. Coast Pilot 8. Additions or  
revisions to Chapter 2 are published in the  
Notice to Mariners. Information concerning  
the regulations may be obtained at the Office  
of the Commander, 17th Coast Guard District  
in Juneau, Alaska, or at the Office of the District  
Engineer, Corps of Engineers in Anchorage,  
Alaska.

Refer to charted regulation section numbers.

## RADAR REFLECTORS

Radar reflectors  
floating aids

## CAUTION

Temporary changes or defects in aids to  
navigation are not indicated on this chart. See  
Local Notice to Mariners.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North  
American Datum of 1983 (NAD 83), which for charting  
purposes is considered equivalent to the World Geodetic  
System of 1984 (WGS 84). Geographic positions referred  
to the North American Datum of 1927 must be corrected an

COLREGS, 80 1705 (6)  
International Regulations for Preventing Col  
The entire area of this chart falls seaward of

## POLLUTION REP

Report all spills of oil and  
stances to the National Res  
1-800-424-8802 (toll free), or  
Coast Guard facility if telepho  
is impossible (33 CFR 153).

Joins page 7

Joins page 14

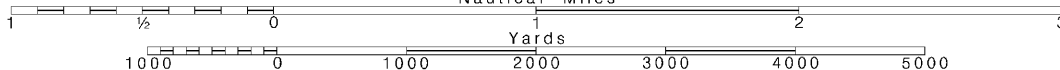
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Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

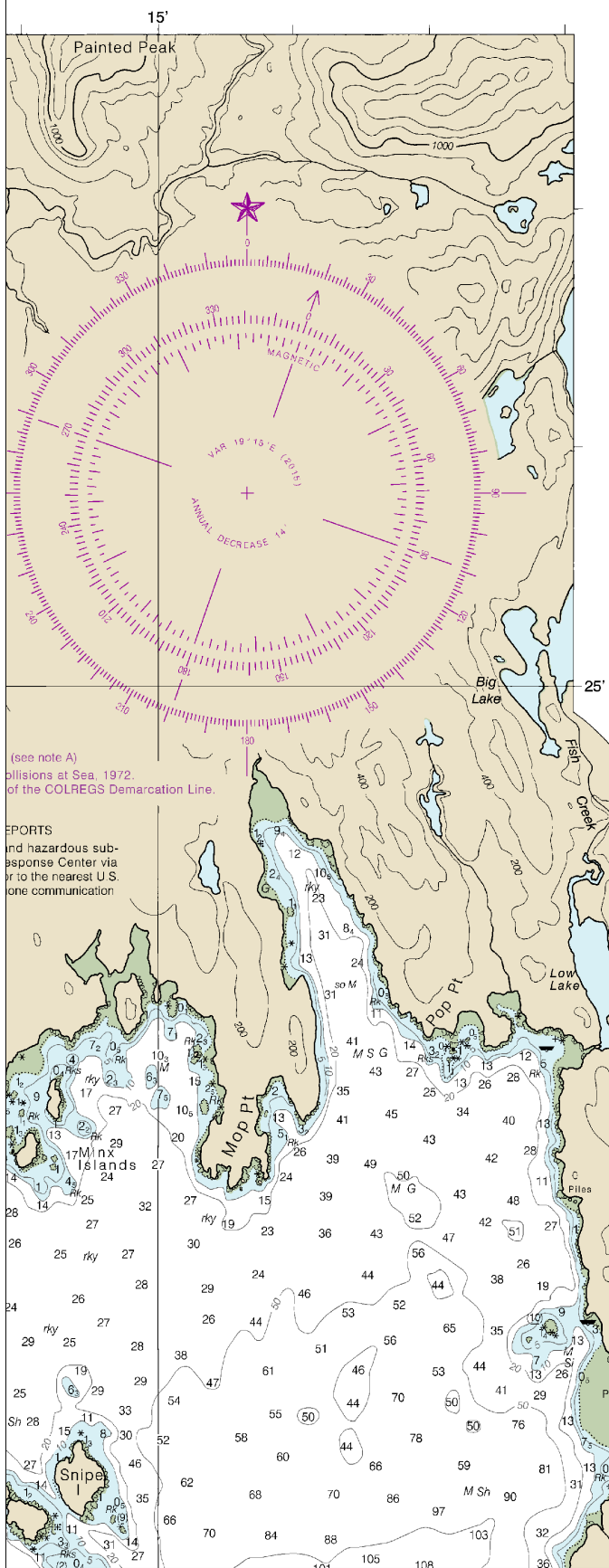
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See Note on page 5.

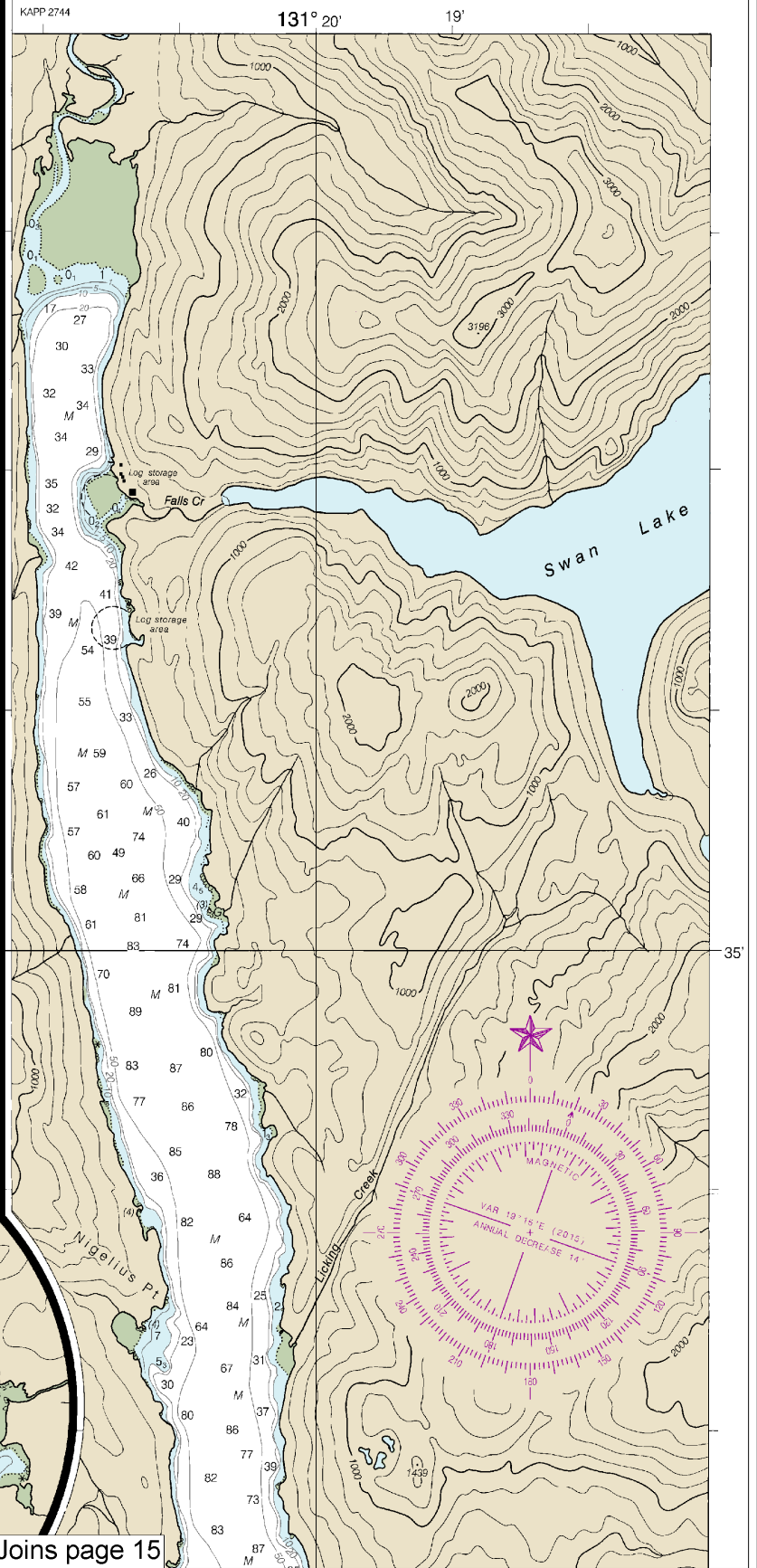




## SOUNDINGS IN FATHOMS



Joins page 15





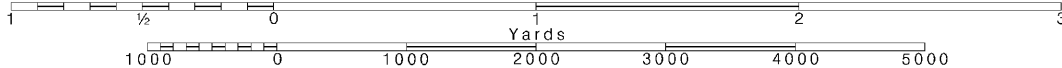
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

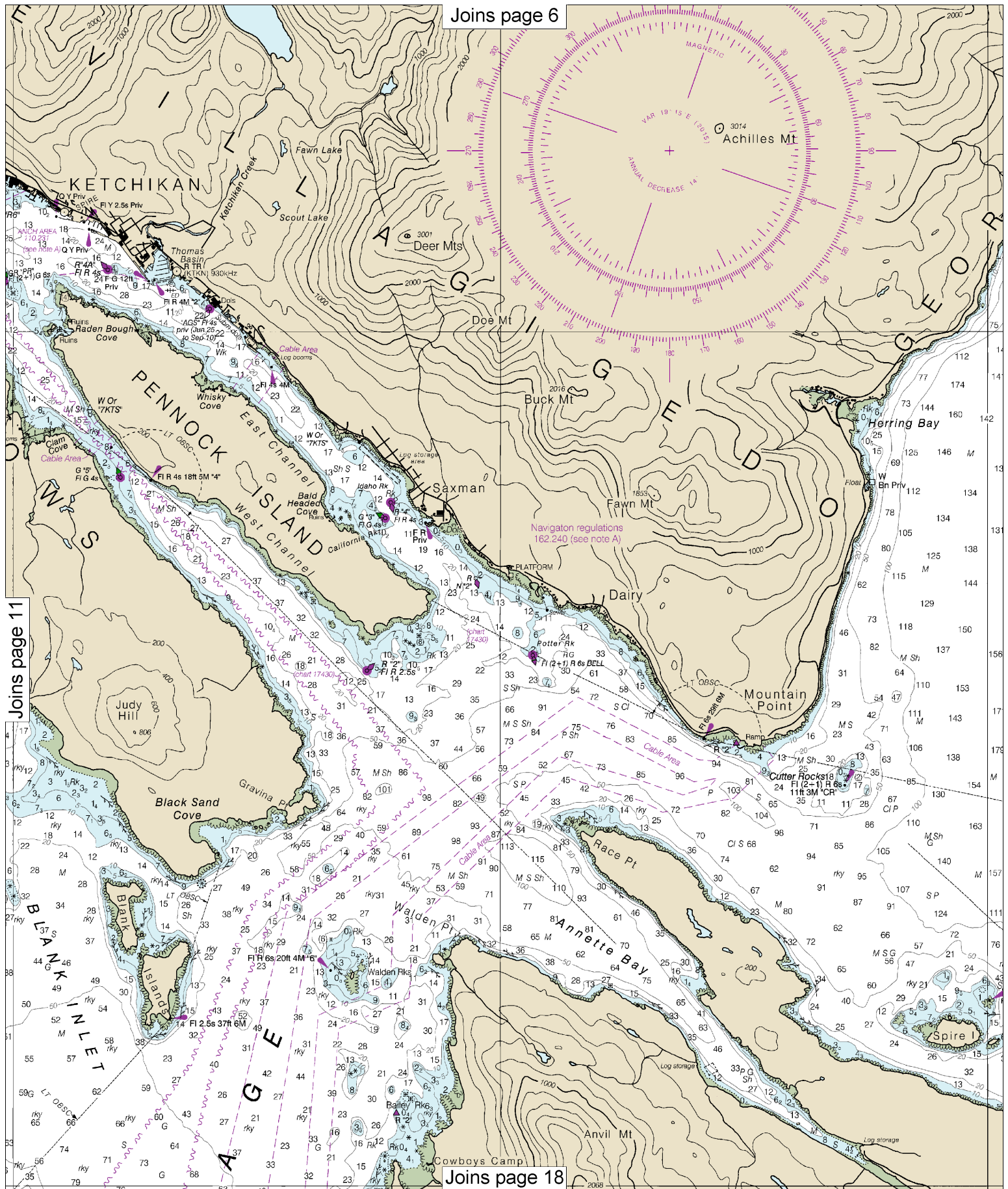
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









Joins page 6

Joins page 11

Joins page 18

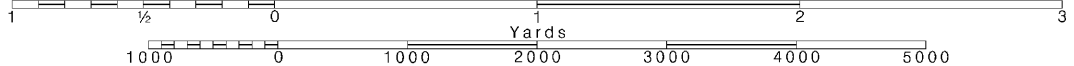
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Note: Chart grid lines are aligned with true north.

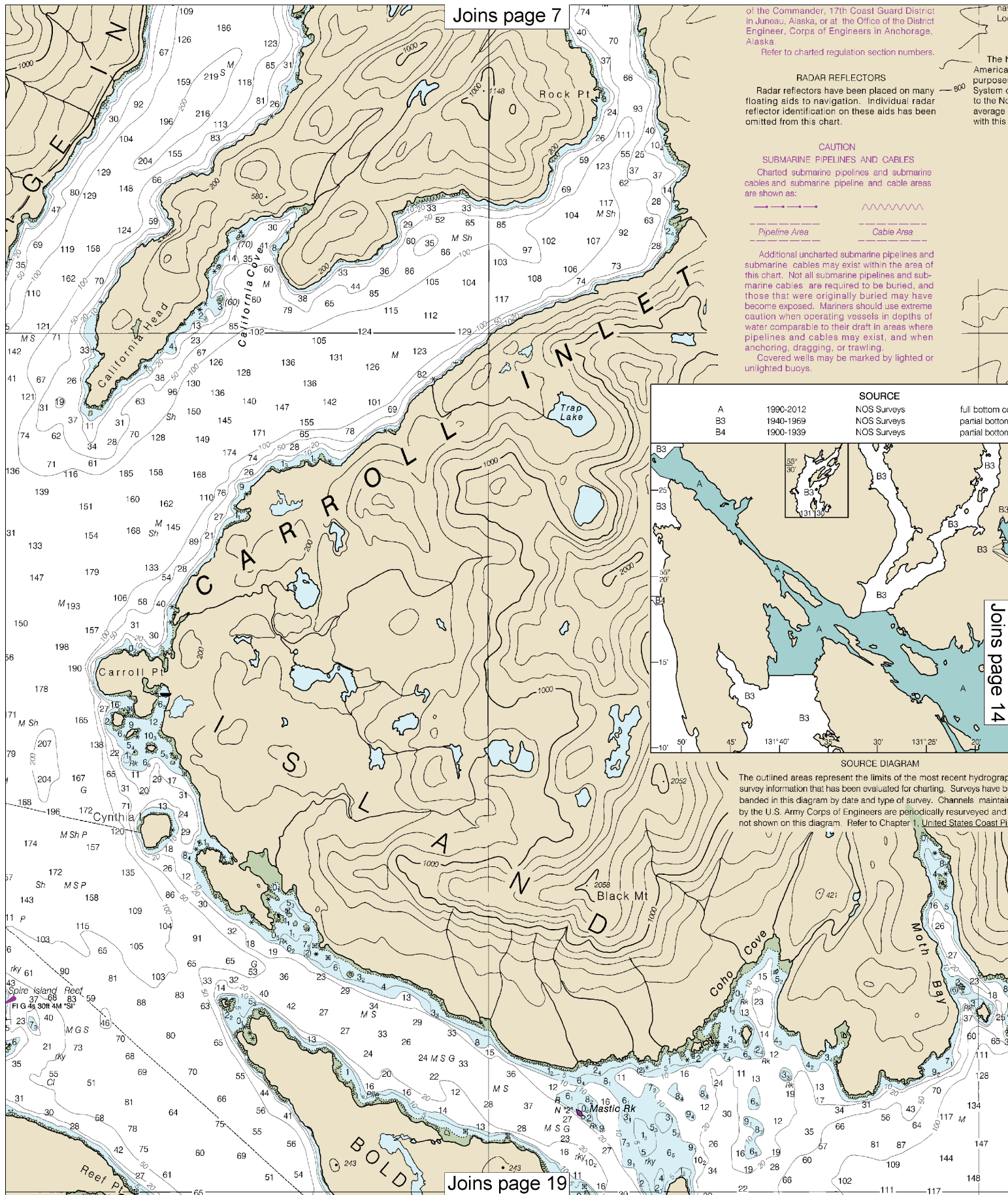
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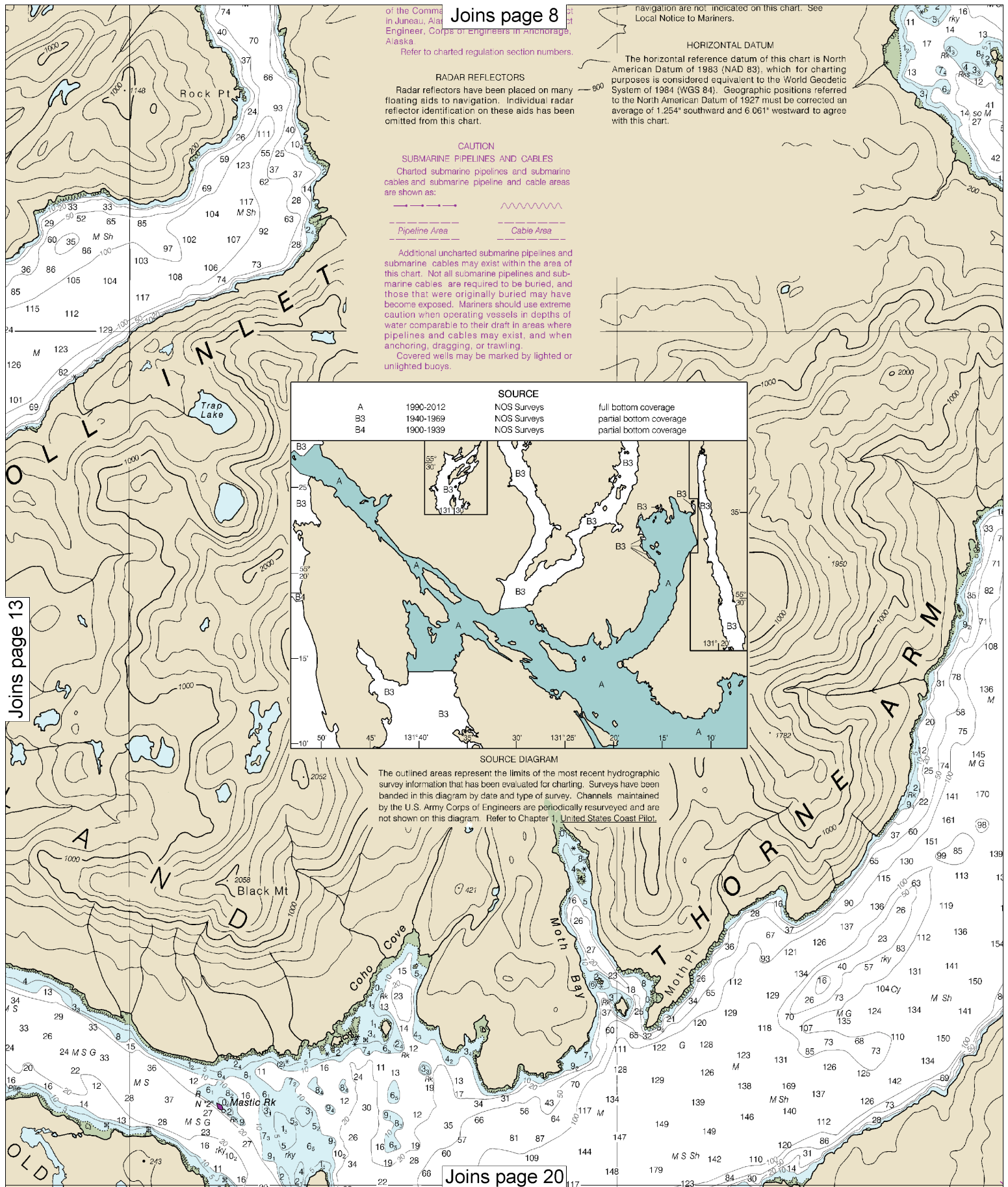
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









of the Commandant in Juneau, Alaska, U.S. Army Corps of Engineers in Anchorage, Alaska  
Refer to charted regulation section numbers.

Joins page 8

navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.254" southward and 6.061" westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

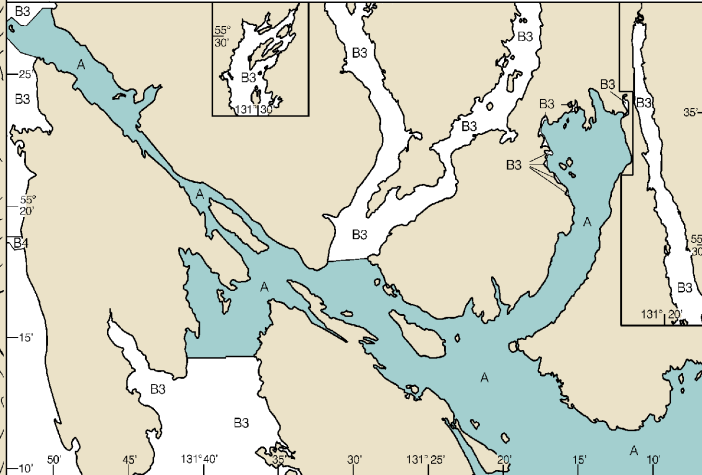
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

		SOURCE	
A	1990-2012	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 13

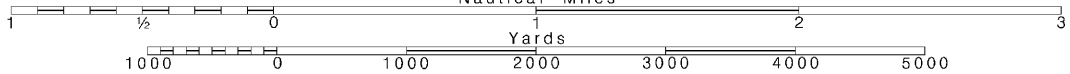
Joins page 20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

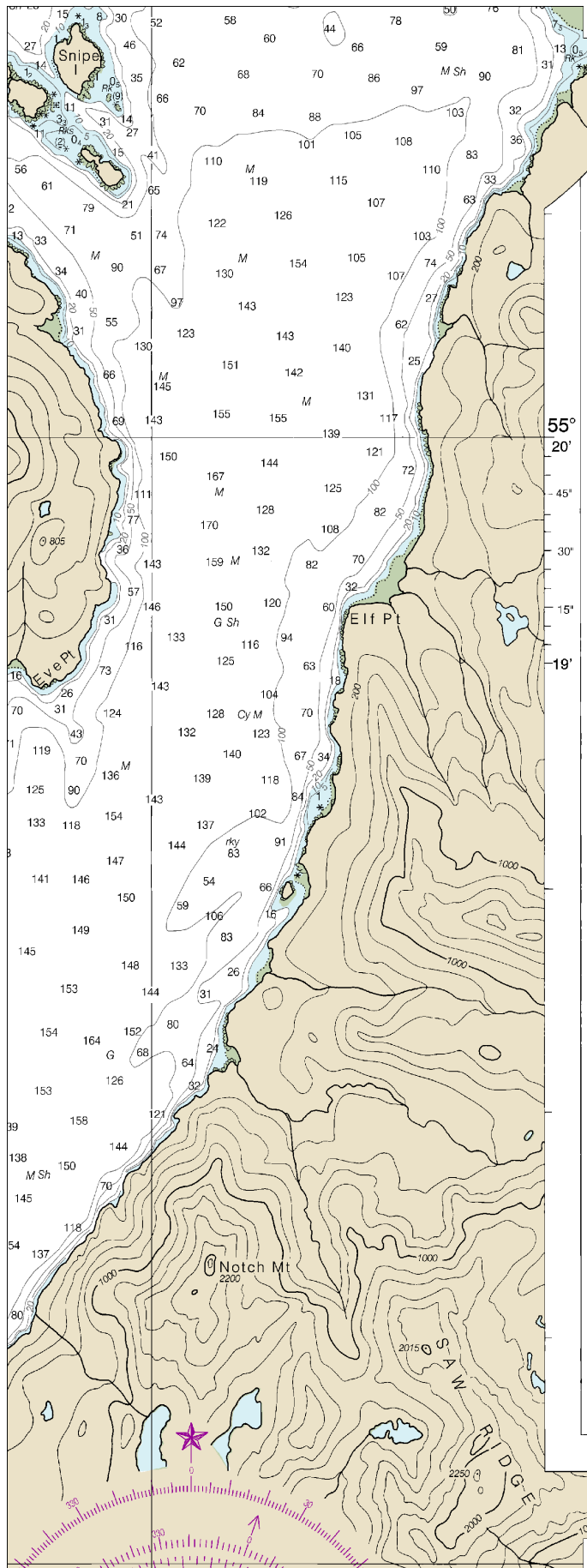
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Nautical Miles

See Note on page 5.

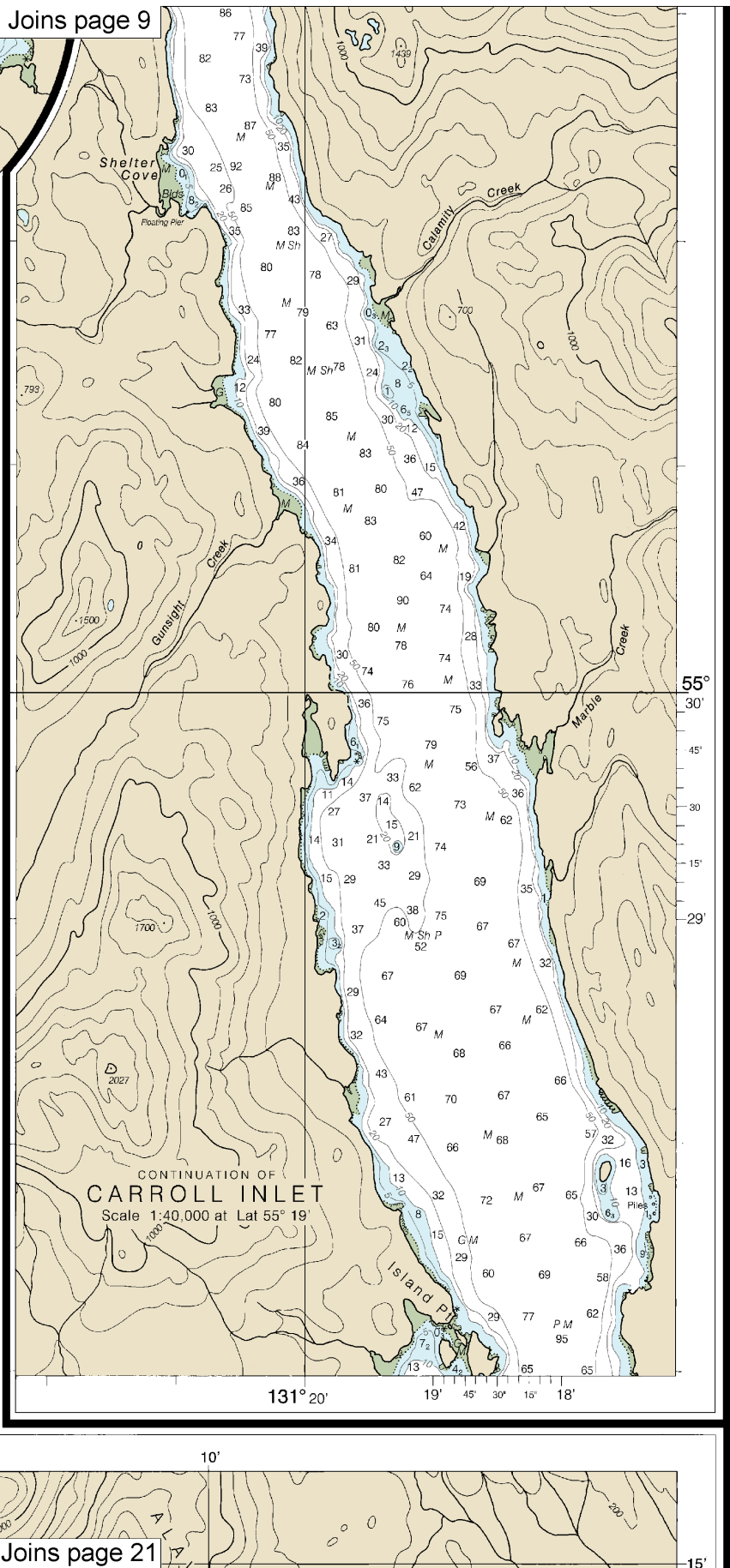




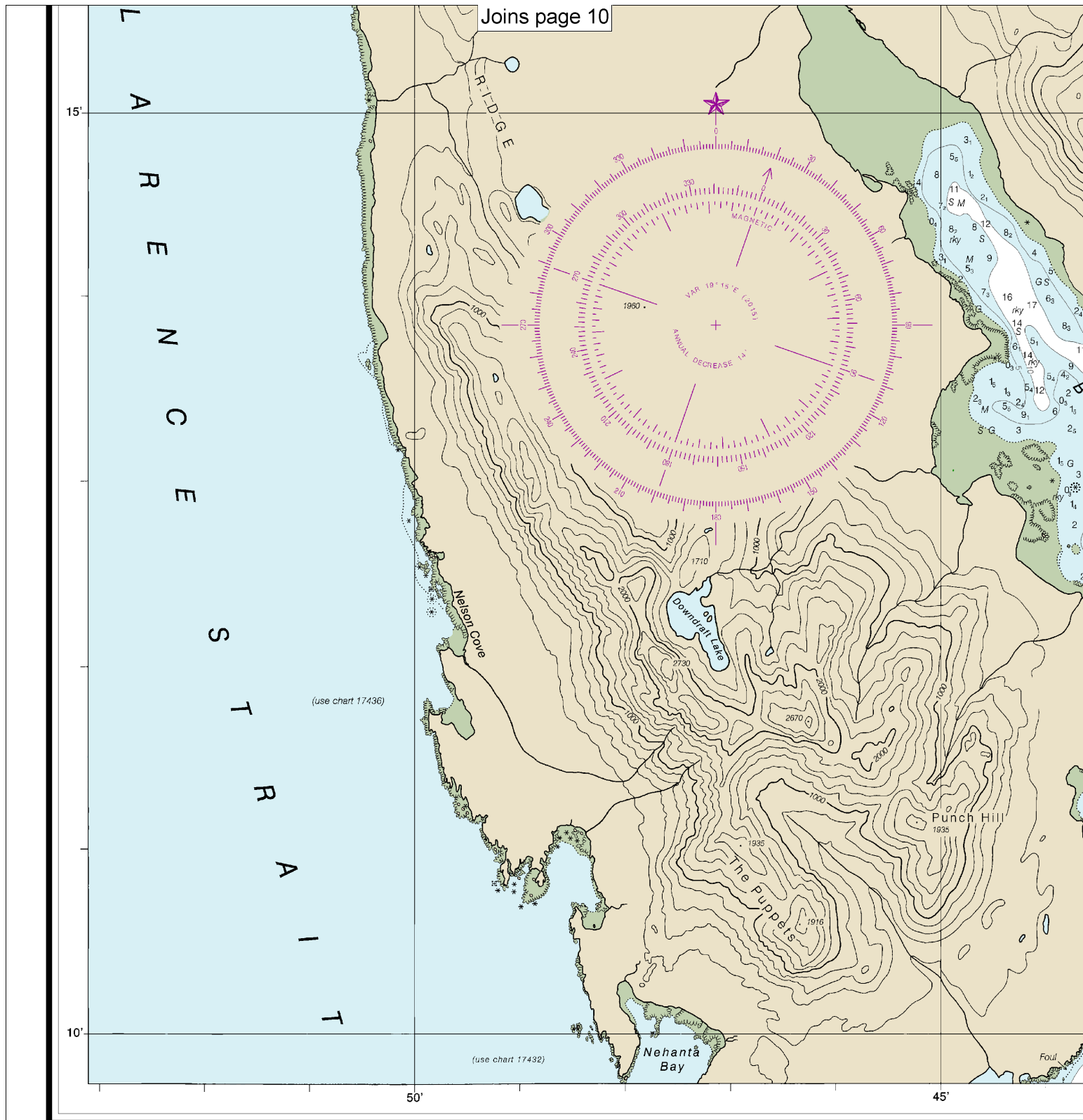
Joins page 9



Joins page 21







12th Ed., Jun. 2015

**17428**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Last Correction: 6/18/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

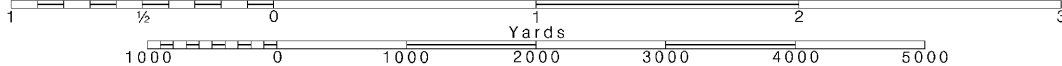
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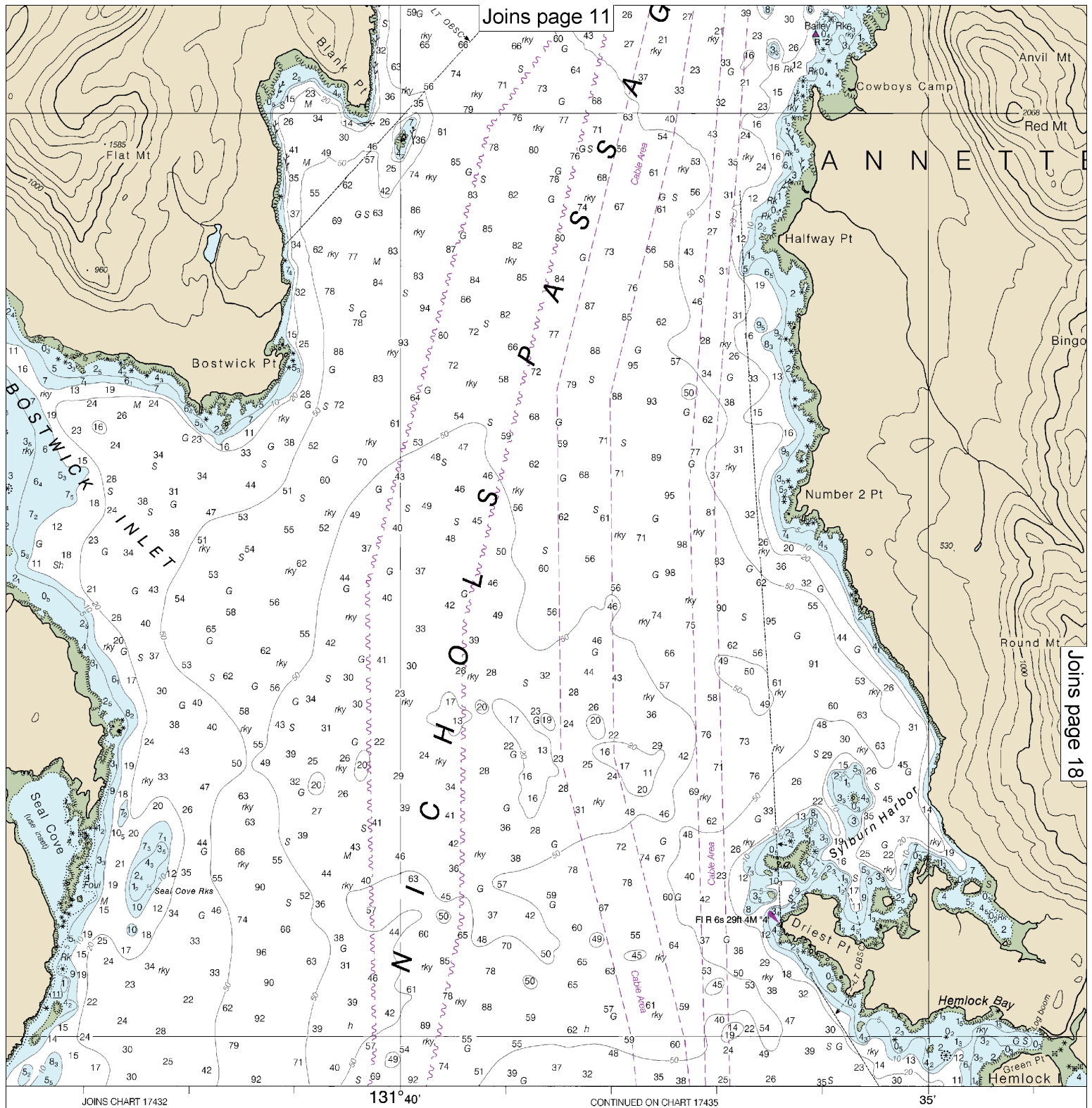
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 11

Joins page 18

JOINS CHART 17432

131° 40'

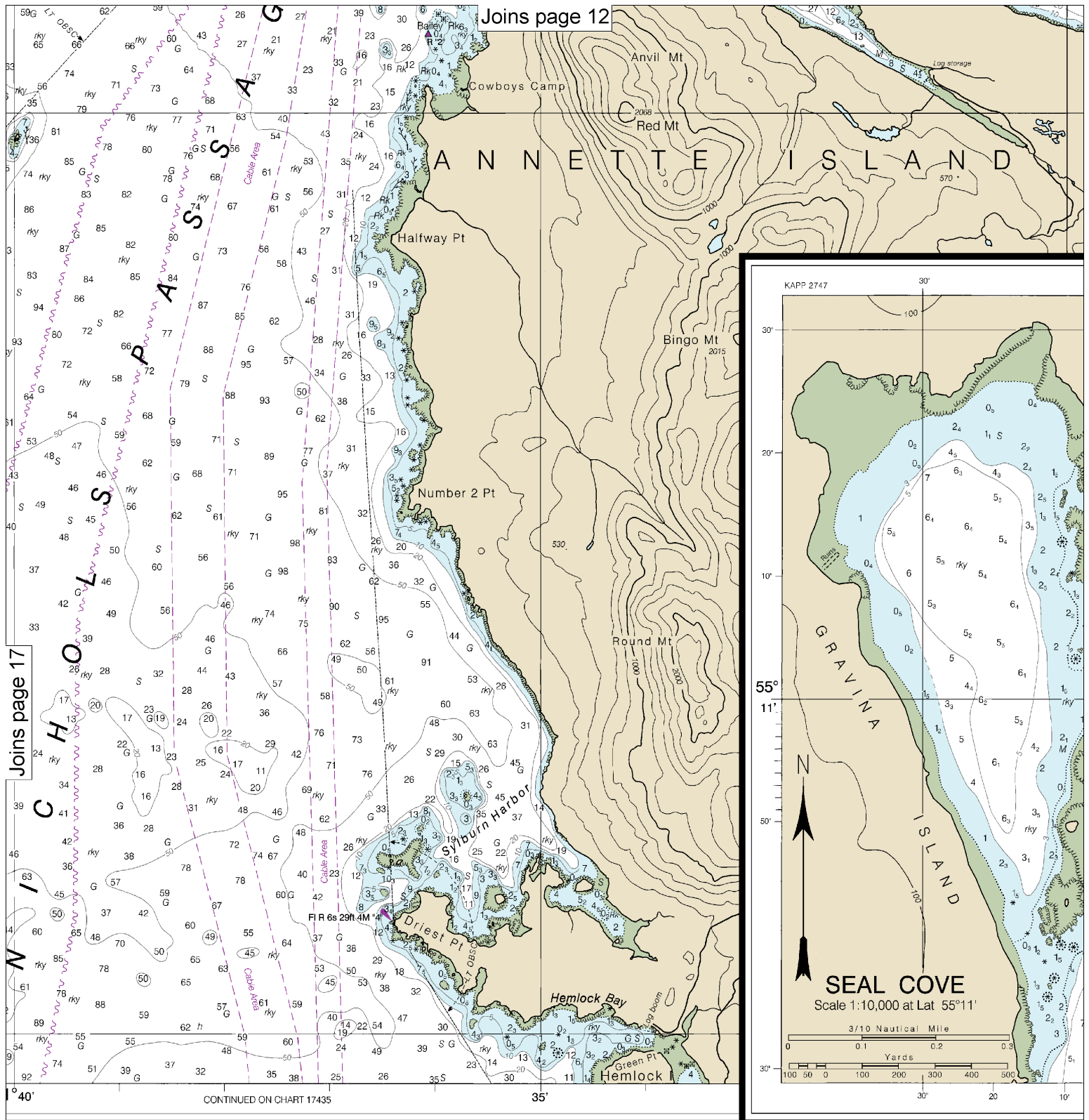
CONTINUED ON CHART 17435

35'

## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)





# **SOUNDINGS IN FATHOMS** (FATHOMS AND FEET TO 11 FATHOMS)

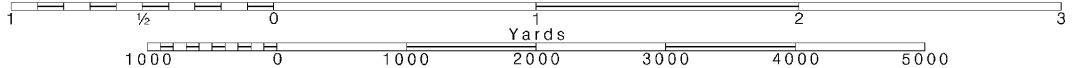
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL CHART OFFICE  
WASHINGTON, D.C. 20540

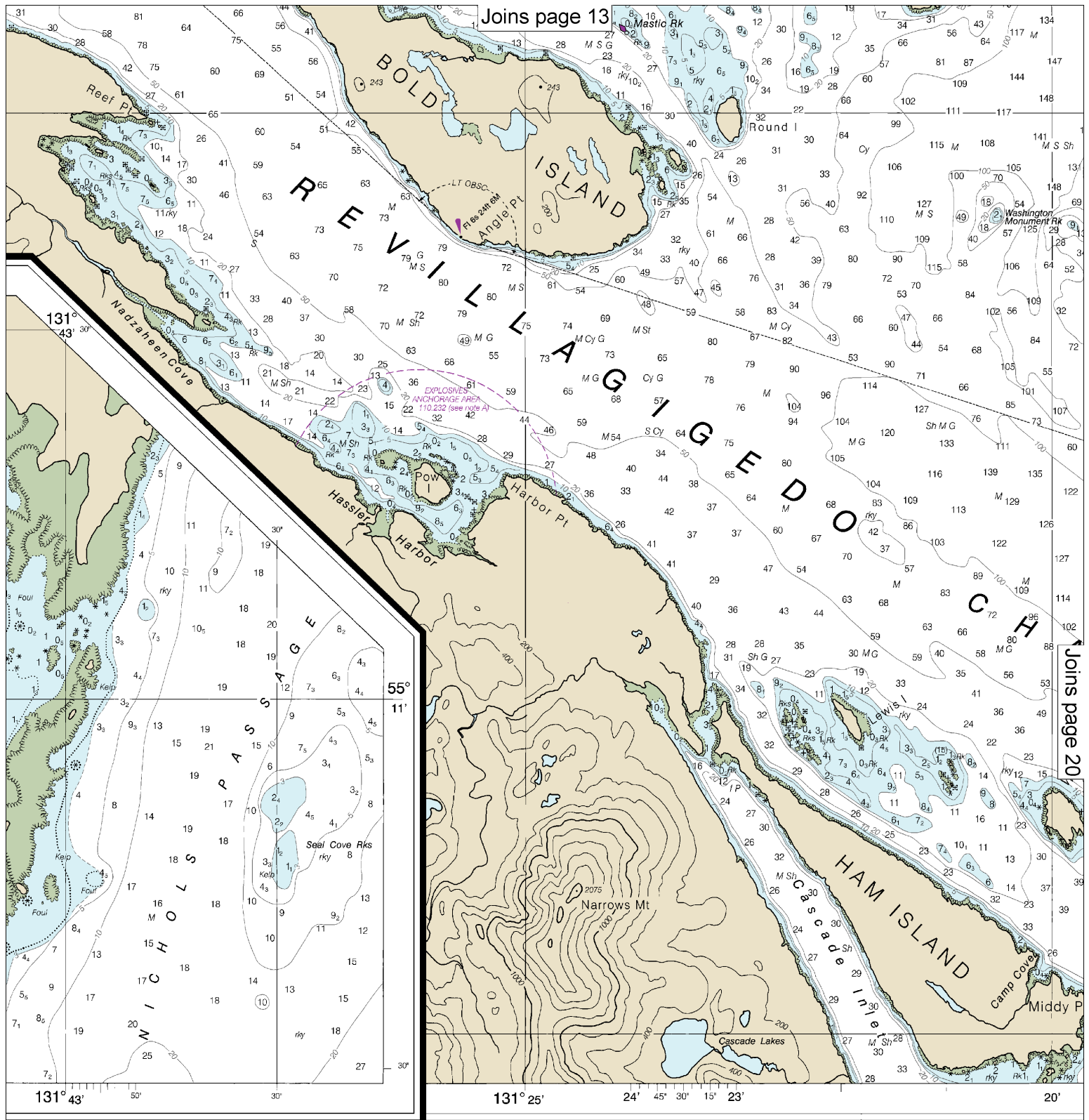
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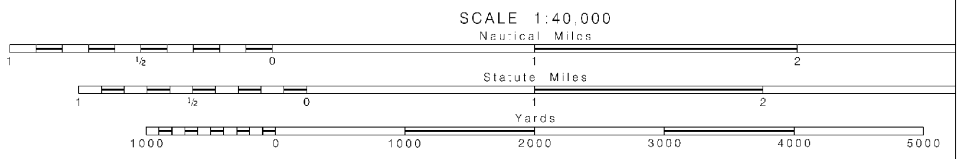
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See Note on page 5.

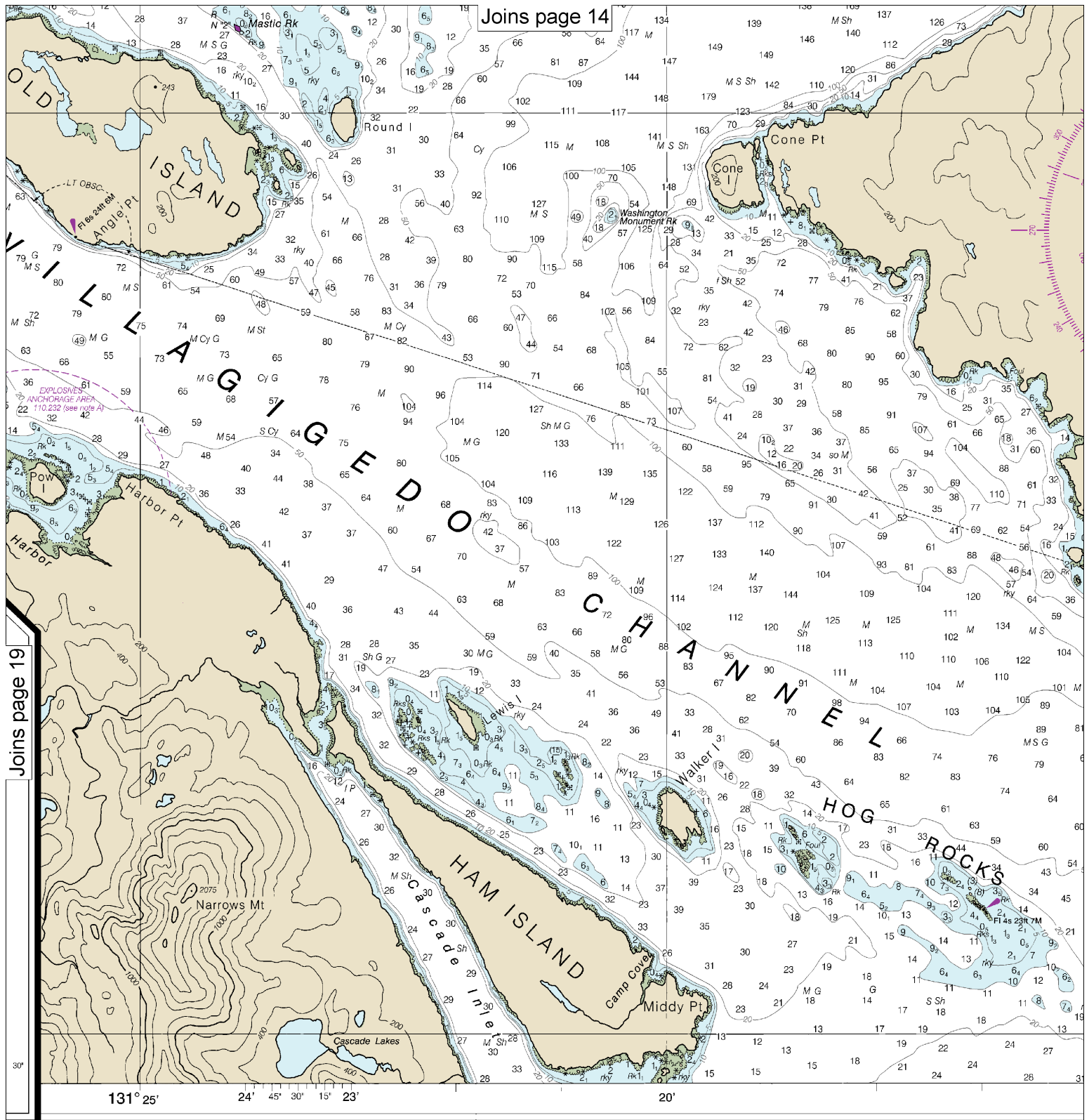




at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY



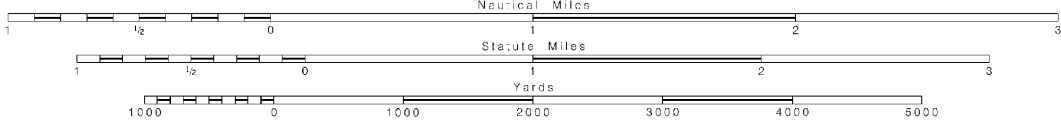




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Joins page 19

SCALE 1:40,000  
Nautical Miles



FATHOMS	1	2	3	4	5	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1	2	3	4	5	6	7	8	9

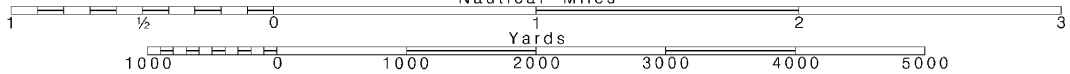
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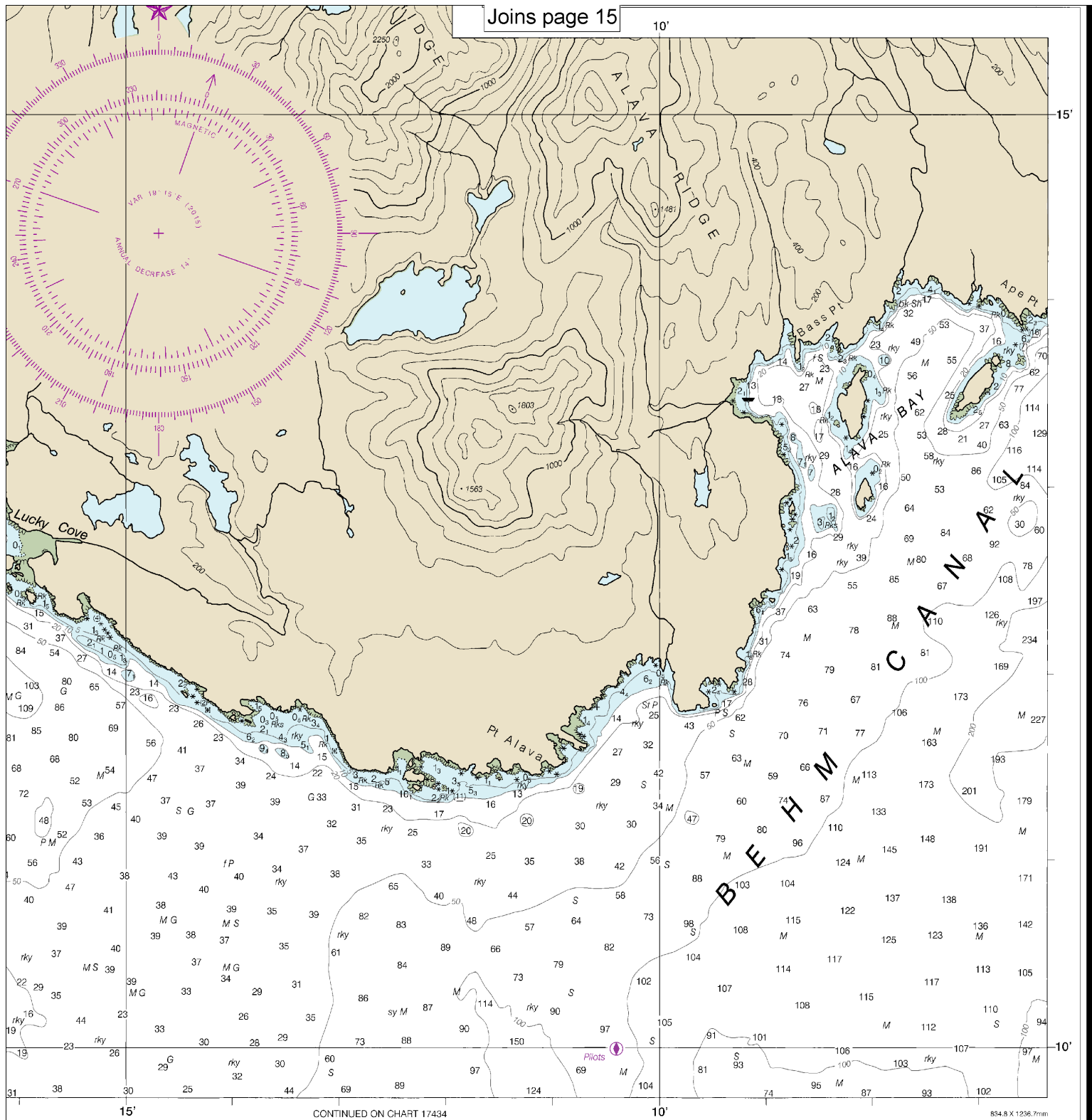
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Revillagigedo Channel, Nichols Passage and Tongass Narrows

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17428

9	10	11	12	13	14	15	16	17
4	6	6	7	8	8	9	9	10
17	18	19	20	21	22	23	24	25
26	27	28	29	30	31	32	33	34





## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.